

# Panel 7 Manufacturers – Supply Chain Control

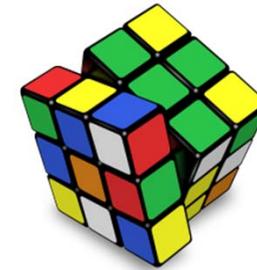
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Zodiac Aerospace Corporate Quality  
Airworthiness & Organizations Approvals

# The context: a complex framework

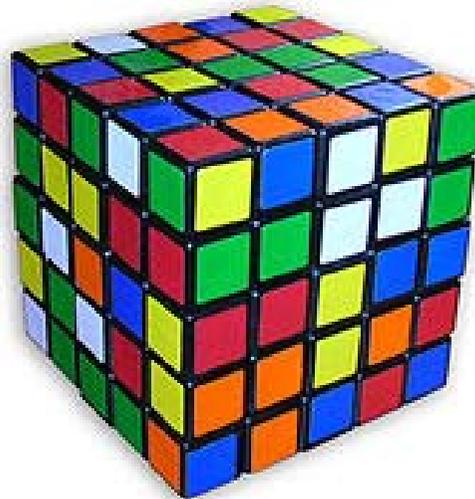
## ■ As an international Group

- A combination of regulations, applying to
  - Design (EASA, FAA, Canada, Brazil, Russia, China...)
  - Production (EASA / NAAs, FAA)
  - Maintenance (EASA, FAA, Canada, Russia, China...)
  - + Operations



## ■ As suppliers

- The Aircraft manufacturer
  - Specific requirements
  - Specifications with variations
  - Different formats, different standards
  - Writing of specific documents
- Transition from equipment manufacturer to program manufacturer

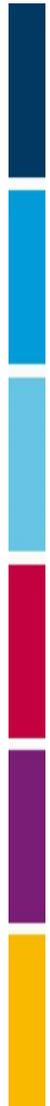
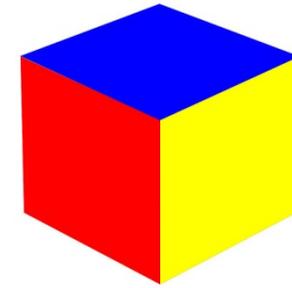


Manufacturer / program manufacturer

## ■ As designers and manufacturers ((E)TSO, STC, PMA)

- Our own organizations approvals (design , production, maintenance)
- Our own supply chain: customers' requirements to be flow down, plus the Zodiac Aerospace standards

# Expectations / proposals



- **Need for harmonization and simplification**
  - On regulations at international level
  - Amongst Aircraft manufacturers (e.g. ASD DOA Think Tank)
  - Commitment to follow ASD standards when available (Aircraft manufacturers and Suppliers)
  
- **Need for better recognition of the suppliers organizations capabilities**
  - Organizations Approvals (e.g. DOAs, AP-DOAs); EN/AS 9100 certification; support to customers on certification process
  - Example: Zodiac Aerospace promotes a Design Organization model based on the DOA requirements to improve the maturity of the Group Business Units
    - Full benefits would be reached if this model was recognized by Aircraft manufacturers by cross reference to their requirements
    - Would limit the amount of additional work to demonstrate capability on generic organizational topics (management of signatories, development process, Quality assurance...)
    - Would allow for more focus on **specific risks**